THE LATE STORM

STILL FURTHER PARTICULARS.

THE RAILROADS.

TROY AND ALBANY FLOODED.

GREAT DAMAGE TO THE CANALS.

In addition to the particulars published in yesterby's TRIBUNE, we continue our record of the damges by the late storm:

THE NEW-YORK AND ERIE RAILROAD. The train for the West left at the usual time last evening grould be necessary for the passengers to be transferred our the breaks at Ramapo and at Stairway Creek. It was exceed last evening that those breaks would be repaired

essen to enable the train which will leave for the West merning to go through without interruption, and all mins will then run regularly. The milk train will reach large City this morning by the Erle road. The several mins due were expected to arrive before daybreak.

THE HARLEM RAILROAD.

The Hurlem trains were unable yesterday to run furthan Morrisville. A great number of men were at a long the road, and the track and bridges are so far paired that it is thought the trains will be able to pass out te-day. The mail and way trains will leave this City ghe usual hours to-day, and will proceed as far as Do-

THE HUDSON RIVER RAILROAD latend putting a boat on the river, to convey passengers for Sing Sing to Red Hook.

Testerlay all was reported clear above the Croton Dam,

athe dam itself pronounced safe.

THE STORM AT ALBANY.

Deprecedented Flood in the Hudson River-Lower part of the City Inundated-The Water Twelve feet above the Docks-Immense Destruction of Property-Business Interrupted-

Injuries to the Canal.

From The Alberty Evening Journal of May 1.

The rain has caused a tremendous flood, the like of which has not been seen in this vicinity for apwards of menty years. The entire southeasterly portion of the city ed, and even the cellars of many of the buildings is more central parts of the city are filled with water. South Broadway, from Hudson-st. south, is navigable, and exerents of buildings along this avenue reach their premisein bonts. Archest, is completely covered with water sen the river to South Pearlest. This is probably the brest plot of ground in the city. South Ferry is inun-

deed to Franklin, and Lydius to Green-st.

The entire south part of the city cast of Church-st., is govered with water; the iron founderies are all inundated. covered with water; the iron founderies are all inundated, and hundreds of persons are thrown out of employment. We have frequently had heavy freshets in the spring of theyear on the breaking up of the ice in the river, but the wer has seidem been as high as it is now. We learn this agentieman, who is conversant with the matter, that on the 7th or 8th of May, 1833, the river was flooded to about the same extent as it is now, and it was after the breaking up of the ice, and was caused by heavy rains. Immense quantities of lumber have been swept off the per, and from the lumber depot on Van Rensselner adock, and carried down the river. As far as the eye can reach, the river appears to be covered with lumber, timber, &c. The destruction of this kind of property alone will be impused.

The destruction of this kind of property alone will be imposed.

A number of canal boats during the night broke from their moorings and were carried down the river.

There are numbers driven ashore between this city and Troy. We learn from a passenger who came up in the seamboat Hero, that at daylight this morning they met a boat drifting down the river with a man on board, who, as the steamer passed, called out for help.

The canal-boat W. V. I. Mercer of New-York and Senta Line, passed down the river. The extent of the loss to the canal med cament be ascertained, because it is impossible to approach their places of business, so rapid is the current of the water along the dock and the pier.

The steam ferry-boat New-York, belonging to the Hadson River Railroad Company, while crossing over the river this morning, came in contact with a piece of funbor, which displaced her engine, and she floated down the river. A steam-trug was sent to her assistance.

The large trans building at the new humber district, on cupied by David Williams as a provision store for the supply of vessels at the dock, was this morning lifted from it foundation and carried down the river. Mr. W. Nad justical and the place of many the river of the supply of vessels at the dock, was this morning lifted from it foundation and carried down the river. Mr. W. Mad justical stores are a mount of humber has been carried off the pier.

A large amount of lumber has been carried off the pier

and from the lumber district.

Thirty cand boats, fully laden with merchandize from New-York, at Troy, awaiting the opening of the canal broke loose from the dock last night, about 10 clock, and were carried down the river. Six of these passed by this city, and the remaining twenty-four were run on the blands, between this city and Troy, and into the fields on the shore.

the there.

It is stated that up to 11 o'clock this morning twelve const had dritted down the river and passed the

Russianed that up to down the river and passed the south ferry.

We learn by a passenger by the Hudson River ears, that Mr. Williams's house was twelve miles down the river when the trains passed. A boat was fastened to it, and men were engaged in trying to drag it ashore. Men were also tagged in a boat alongside of it in removing the property from the building.

It is said that Mr. W. s clerk had left in the desk in the building \$1,000 in money, and moves to the amount of \$2,000.

building \$1,000 in money, and notes to the second.

The water is so high that the canal is not navigable for the large sized boats. Only one boat had succeeded in passing the bridges between the first and second locks, and that was the C. W. Bentley. The canal basin is filled

From the canal collector's office, 28 canal boats could

From the canal collector's office, 28 canal boats could be seen on the flats north of this city, and as far as the eye could reach the river appeared to be covered with lumber, timber, logs and staves.

Several steam-tugs went down the river this morning to the rescue of the canal-boats. They succeeded in reaching several of them, but the river being filled with logs, it was with much difficulty that tkey brought them up the river. Several of the tags became almost disabled by the logs breaking their wheels. We noticed three canal-boats where tellow the Greenbush dock, and two fastened to a breat the point below Cayler's bar.

The Northern Railroad track, opposite the Van Rensselter mansion, is flooded so as to prevent the running of trains.

liermansion, is flooded so as to prevent the running of traits.

The Central Railroad track through this city is covered at some points to the depth of a few in the s, but not sufficient to prevent the running of cars.

The Troy turnpike-road, opposite the U.S. Arsenal, is tovered with water to the depth of four or five feet, and the Bethlehem road to the depth of from two to three feet. The gardeners on the island below this city suffer severely by the flood. Many of them had finished planting. They estimate their loss at about \$5,000.

Greenbush is also flooded, though we cannot learn what

They estimate their loss at about \$5,000.

They estimate their loss at about \$5,000.

Greenbush is also flooded, though we cannot learn what amount of damage has been done beyond that usually attested upon a flood as severe as this has been. The ferry-balls not running, it being impossible either to land on more measurement.

Up to noon the water had fallen only two inches, but

that our merchants will not be this time kept the big places of business.

INCIDENTS OF THE FRESHET.

The most novel feature attendant upon the let of May smotled this morning. We have seen furniture taken my from houses in almost every kind of vehicle and i was possible manner, but we never until to-day, witnesse famoure conveyed from houses in locks. Handrais wer that compelled to evacuate and to move into dwelling the season our city.

The steamer Hero, which arrived from New-York this being, landed her passengers on a barge at the pier at a feor of State-st. They were considered from the barge the bridge in boats, and from the bridge to a point in these, in that bottom boats.

be to d States. They were the bridge to a point in bridge in boats, and from the bridge to a point in test, in flat bottom boats.

Fixing of the canal delaying official announcement Canal Commissioner Gardiner:

Roan, May 1, 1844.

The provides the place the opening of the Canal will be delaying of the Canal will be delay more the canal will be delay more than all a being done that a place to be provided to the canal navigation of the Canal will be delayed to realise to more be unit.

The province ted, and in reference to the canal navigation for the canal may all the delay much damage had been done, and we on Salurday much damage had been done, and we

Canal Commissioner Gardiner:

Rowe, May I, 1854.

Ser to the heavy rains, and to the water flowing into the Canal At Malawk at this place, the opening of the Canal will be delibered. We denote the place the opening of the Canal will be delibered. We denote the product of the canal navigation of the canal in reference to the canal navigation of the canal may make a fearful work on the case.

On Saturday much damage had been done, and we that the number of breaks are much augmented. It is some storm, either a week earlier or a week later, have been comparatively harmless. Now we dars the may require to repair the canals.

It is an a storm of the magnitude of the injury or a storm of the canal and repair the canals.

It is also be stormed to repair the canals.

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THE STORM AT TROY.

Troy Whig of Monday, says the flood in the Hudson supprecedented. All the lower rear cellars on raing having been given to occupants any way

timber, logs, barrels, bridges, dead cattle, hogs, &c. Throughout the day the water continued to rise, and was

still rising at a late hour in the evening.

Passengers from Whitehall, who reached Troy Sunday

cemptics into the river. It was with the greatest difficulty that boats were moored and prevented being swept down the river. Much injury has doubtless been done to the caral; several breaks are reported to have occurred in this vicinity, though we could gain nothing definite in regard to them.

to them.

The Poestenkill, in the lower part of the city, rose to an unprecedented volume. Hundreds of cellars as well as the streets, and that part of the city generally, are submerged. The new bridge of the Union Railroad over the Poestenkill, was in momentary danger, for most yesterday, of being swept away. Cars heavily loaded with iron rails were run upon the bridge to hold it in its place, and it was believed that the energetic measures adopted would make all secure. Last evening the old bridge of the Greenbash track was in danger, as well as a wooden building connected with the Remsselaer Iron Works, from timbers having floated against it.

ed with the Rensselaer Iron Works, from timbers having floated against it.

"Owing to the water setting back in the sewers emptying into the river, the cellars in the back part of the city are flooded, to the great inconvenience of the inhabitants.

"The lumbermen throughout the day vesterday, on both sides of the river, were basily engaged in securing their furniter. Considerable quantities were sweet down stream, and it was feared that should the water continue to rise, much more, in spite of all that could be done, would be carried away.

carried away.

"At 8 o clock last evening the water was just twelve feet over the dock, by actual measurement, and was within about two feet of the bridge across the river."

THE STORM IN THE EAST.

DAMAGE BY THE FLOOD AT HARTFORD.

From The Hartford Courant, May, This city is now in the midst of the greatest freshet which has ever visited it. We say the greatest freshet, for as we write (10 o'clock Sunday evening) we believe the water to be above the most reliable mark of the flood of 1801—that on the old Distillery corner of Talcott and Front-sts. At 7. clock the water was two inches above the mark of 1801 the toll-house, at that time it was 12 inches below the ark on the old Distillery. It was then rising about four

inches en hour.

It commenced raining Thursday evening, and since that time has rained almost constantly and very powerfully. The water is the Connecticut was at that time high and riving, and of course has since risen with very great ra-

All that part of our city lying contiguous to the Con-necticut and Mill Rivers, is of course flooded, and the north and south mendows present to the eye nothing but one immense sheet of water. Some of the smaller houses on the banks of the river are entirely submerged, and many others nearly so. The lababitants were taken away in bonts.

on the banks of the river are entirely submerged, and many others nearly so. The lababitants were taken away in boats.

The large establishments of Messrs. Woodruff & Beach, Fales & Gray, and Col. Colt, will suffer heavily. All the other manufacturing establishments and stores in Commerce and Frent-sts., have water on their floors or in their cellars, and must be damaged somewhat.

The water covers all that part of the city lying north of Plenaant-st., and east of Windsor and Front-sts. to Mill River. South of Mill River the water cowes up into Sheldon-st., almost to the blacksmith shop, and of course fills the streets running parallel with Main-st. The south merdow is entirely covered with water.

Mill River is of course swellen not only by back water from the Connecticut, but by the immense quantity which it has received from the surrounding country and the stoaller streams by which it is fed. An embankment at Imlay's mill was washed away and the water forced a passage south of the mill, carrying away from their foundations a small dwelling and a barn. The immates of the dwelling had barely time to get into a boat with such clothes as they had on them. Lower down, the water runs through Ford-st., West Pearl, Hicks, and some other small streets in that vicinity, covers a part of Mill, Elm and Arch-sts., and we believe is entirely over the new "East Bridge."

During yesterday one or two dwellings came down the river, but so far as we could learn no bridges or parts of bridges. It is reported, however, that several have been swept away on the Farmington River.

The "Gully Brook bridge on Albany road is gone.

The merchants doing business near the river were busy removing their goods to places of safety—generally to the second stories of their stores.

One of the tracks of the Hartford and New-Haven road near Long Mendow is somewhat washed, but the other is still good. The track of the Williamantic road in the mead-ow is submerged and will doubfless be somewhat injured.

The Mayor of the city, the Hon. Heary C. D

untiring in his exertions vesterday to see that everything was done to rescue and relieve those surrounded by water. He ordered the City Hall to be opened and warmed for the reception of such families as were drowned out, and directed boats to cruise through the night to rescue those in decrees.

Monday morning at 51 o clock the water was still rising, Alonday morning at 34 o clock the water was sain issue, and at the rate of two inches an hour. It is now fifteen inches over the marks of 1801, and twenty-seven feet five

inches above low water mark.

The storm has abated, and there is every prospect of clear weather.

The flood of 1801, to which reference has been made. was 26 feet 2 inches above low water mark, and was at its hight on the 21st of March. A flood occurred in 1992 when the water rose to the sume hight. In 1843 the water reached the same hight into eleven inches. In 1852 the water was 23 feet above low water mark.

THE FRESHET AT NEW-HAVEN.

The New-Hapen Journal of yesterday, says that the damage caused by the late rains is much greater than at first supposed, and disastrous accounts are continually coming from all parts of the country. Along the Canal Road much damage has been done, not only to the track, but also to bridges, mill-dams and factories. The dam at Brockett's factory is entirely gone, and that

of the Hamden Iron Company is damaged to the amount of \$500. The India rubber factory and Churchill's spoke factory in Hamden have suffered greatly, but the amount of damage is not yet known. In the town of Southington about eighty rods of the railroad embankment is gone, and portions of the track are washed away. The dam at Plant's factory in Southington is broken away, and one wing of the building is gone. The Pile Bridge between Southington and Plainville is gone, and about eighty rods of the track are gone between Burlington and Unionville. Above Burlington portions of the track are budly washed, and we learn that the Tariffville Branch has suffered considerably. A pile bridge is also swept away be. of \$500. The India rubber factory and Churchill's spoke

fered considerably. A pile bridge is also swept away be-tween Barnes's Station and Collinaville. The plank-road between Clieshire and Waterbury has suffered consider-

The road between this place and West Haven was rer dered almost impassable as it was between here and Der-by; on the latter road two or three bridges over small

by: on the latter road two or three bridges over small streams are carried away.

At Middletown, and along the banks of the Connecticut River, the water rose higher than even during the great tood in the year 1801, and much damage has been caused. The freight depot of the Steambout Company at Middletown has been swept away and carried down the river.

Along the Naugatuck valley the water rose eleven inches higher than was ever known before. One of the abutments of the Railroad Bridge was washed away, but at last accounts the structure remained in its place, though

ments of the Kaniroad Bridge was washed away, but at last accounts the structure remained in its place, though the track on either side of it was badly washed. The turopike bridge at Seymour was covered with water, and the lower rooms in Moshier's tavern were flooded. Between this place and Seymour the roads are in bad condition, and several small bridges are carried

The Middletown road is said to be nearly demolished.

The Middletown road is said to be nearly demolished.
Mr. Moses, the conductor, carried the mails yesterday from
Middletown to Meriden by horse-power.
On the Dambury and Norwalk Road several bridges are
gone—the road is washed in many places and much damage has been done along the line. The up-town turnpike
bridge at Norwalk was carried away, and a grist-mill near
by was demolished. In the mill was about 1,500 bushels
of corn, all of which was swept off by the flood.
The damage to the Naugatack Road is estimated at about
\$30,000. A number of days will clapse before the road
can be put in running order above Derby.
The Nor-Huven Palladaum of yesterday says: The road
leading to North Haven, at Neck Bridge, was covered
with water some three feet in depth.

leading to North Haven, at Need Diage, with water some three feet in depth.

The causeway and bridge on the road leading to West Haven, was completely submerged, making traveling in that direction impossible.

The south abutment of the junction bridge on the New-Haven, Hartford and Springfield re-freed, was undermined yesterday. Laborers were immediately set at work and

e repairing it.

The north part of the east abutment of the Barnesville

The north part of the east and fell down.

The freight-house of the steamboat Company has floated

The freight-house down the river.

The Naugetnek Valley has suffered severely.

At Seymour an abutment of the railroad bridge was undermined, but the structure still stands. The last train upon the Naugatuck road on Saturday night, when a stort distance above Naugatuck, encountered a lankside. The engineer then attempted to back the train down to the village, but found it too late, as the track over which it had just passed had been earried away.

THE FLOOD AT ANSONIA-

carried down evidences of ravages above, in the shape of | bridges and other property. Early in the morning Colburn's wire bridge gave way to the force of the waters, and is now hanging by the wires along the bank. Outhouses in any number we e seen carried down the stream Passengers from Whitehall, who reached Troy Sunday afternoon, stated that the flats between Whitehall and Fort. Ann were entirely submerged, and that the Northern Canal could be distinguished only by the tops of the bridges. At West Troy, about 150 canal boats had been collected, and the greatest activity prevailed there throughout the whole of yesterday. The water was so high that boats were floated over the locks through which the canal empties into the river. It was with the greatest difficulty that boats were moored and prevented being swept down the stream. The water was so high that boats were moored and prevented being swept down the canal empties into the river. It was with the greatest difficulty that boats were moored and prevented being swept down the canal empties into the river. Much injury has doubtless been done to the canal everal breaks are reported to have occurred in this watery grave. They had been taken fell, and theated down the stream. At noon another two-story house, belonging to T. C. Servees, Esq., was seen in the milst of the waters, making good headway. Quite a number of other houses are undermined, and are now standing upon a poise, as if about to dive. Several fragments of barns have flonted past with fluttering Shangheis upon them. Trees, the growth of a century, being not willing to contend longer against the powers of Fate, have bowed their heads in submission to the waters, and yielding all claim to real estate, have consented to become movable personal property on the river. Barrels, tierces, hogsheads and kegs have been seen in great numbers floating along with their heads "stove in," as if the Maine Law had been enseted and enforced in the State. Indeed I can look upon this freshet only as a jubilee of cold water, rejoiening in its victory at the late election over vitrioles alcohol. Let it leap and dance onward—let it uproot trees and undermine here and there a dwelling—for it is the only mischief it can do.

leap and dance onward—let it uproot trees and undermine here and there a dwelling—for it is the only mischief it can do.

Among other things which came down the river was an antiquated pulpit, which lodged at the depet, for the special benefit of the railroad corporation. I have heard of meeting houses going down the Mississippi, full well enough in the West.) but never supposed the Nangatuck was of such a character as to enter meeting houses and steal therefrom the sacred deck.

Sometime this afternoon the embankment of the canal gave way, letting into the river a large reservoir of water, and tearing up about 100 feet of railroad track—the mills consequently must be stopped some two weeks or more.

Mr. Welch, whose family had been so fortunately rescued, and whose house and stable had gone down the flood, became very anxious about the safety of his cow, which had stood almost buried in the water until the building with her was swept away. "My house and my farniture "have gone," said be, "and now if my cow has swem "asbore somewhere it would give noe some relief." So be, in company with Gen. Charles Cotter, searched the stream below till they beheld two horns and the nostrils of what they supposed to be the object of their scarch, appearing above the angry waters like the spectacles of the numortal Fickwick. A boat was obtained, and the general with his Hibernian friend made for the cow, thinking they might be able to tow her ashore, but before reaching her the beat was taken down by the current, capsized, and the two were hanging to it for their own safety, and going down the stream rapidly. At length a tree "brought them up," and soon the general was seen clinging to a limb above the water like a drowned rat hung up to dry. A boat from the villege was soon got to them, and they were rescued from their perilous situation, while in the mean time the cow made for the slore ran was seen here and thee down the river, standing at an angle of about 45 degrees, presenting a very good view for a Daguerreotypist. I he

THE STORM AT SPRINGFIELD.

The Springfeld Republican of Monday says: A heavy rain commenced falling on Weshesslay, 26th ult., and saving a brief cessation on Thurs lay, has continued to fall in ing a brief cessation on Thursday, has continued to fall in terrents almost constantly till the present time. The storm must have extended with equal severity far to the north, as is evident from the rapid and extraordinary rise in the Connecticut River, which, at this writing, is overflowing its braks and flooding extensive tracts of adjacent lands.

The water now almost washes the floor of the old Springfield bridge, and is almost as nearly up to that of the Raitzond bridge, though it is not considered that either are in immediate danger.

Numerous buildings in the lower part of the city are flooded. On the West Springfield side several houseares completely surrounded by the rushing tide, which in many plates makes a clean breach over the tops of the fonces. The occupants of some of the houses were taken off in beats on Sanday morning, and found safety in more favored locations.

vored locations.

The water in its extension over the West Springfield and Agawam Mesdows, both above and below the railroad bank, presents the appearance of a pool sized lake. Some of the fixest localities occupied for residences in West

of the finest localities occupied for residences in West Springheid are entirely under water.

The embankment of the Western Railroad forms a par-tial barrier to the progress of the flood from the meadows above it to the louses and lands below, and the water pours in a frightful torrent through the culvert built for the road leading from the old bridge to West Springfield.

At 9 o'clock hat evening the water had risen four inches in addition to the above, and was still rising, while the rain continued to pour down without any signs of cessa-tion.

nen. At Windsor Locks, Ct., midway between here and Hart-ferd, the upper locks of the casal had been carried away Sanday afternoon.

et above the ordinary spring freshet, and within a few feet of the hight of the freshet of 1841. The backwater stopped of the figure of the fresher of rest. The observators support all the mills in this city whose fail-races cumpty into the Delaware. The river continued to rise until Monday merning. From 7 o'clock to 3 in the afternoon of Monday the water had failen about twelve inches. Seven hogs, two cows and three horses came down on Sunday afternoon.

The people on the banks were terrified to see a raft coming down the river on Sanday afternoon with the velocity of a locemotive, having on board five men. Hendreds of persons ran to the Delaware bridge upon seeing them approach, expecting the raft to be dashed to pieces against the piers of the bridge. Every heart beat with enaction as they drew mearer and never the bridge, and great were the exhibitions of joy when it was found that they passed under with entire sefety. Cheers were sent after them as they harried away on the resistless current.

At nearly dark a similar scene occurred. A raft, upon which there were four men, was seen hurrying down to the bridge with great velocity. As they neared the bridge the unfortunate raftmen took to their boats. One corner of the raft struck one of the piers, but the raft was not his jured.

Intelligence was received in this city on Sunday night

Intelligence was received in this city on Sunday night that about fifty rafts had broken loose near Easton. There doubtless has been a great loss of lamber.

The Assanpink rose to such a hight, by about two o'clock on Sunday moraing, that all the efforts of the men employed to keep up the dam proved fruitless. The men stuck to it until the ground under their feet appeared to have the consistency of India rubber, and it was evident that the water was working its way, imperceptibly through the earth thrown in to keep it off. They had scarcely left the ground when it gave way, and for some ten minutes afterground when it gave way, and for some ten minutes after-word the noise of the stones rolling for some distance be-low could be heard distinctly.

The sudden exit of the water from its confined limits

bridge, where a new bank had just been made, and a great deal of fresh earth thrown in considerable damage was done to the property. Several weeks work in terracing and sodding has been lost.

The pipes conducting the spring water into Bottom & Co.'s paper-mill were broken by the force of the current. Mershon's Wharf was partially damaged, and the landing of the Edwin Forrest was entirely washed away. The Forrest landed at the Rolling Mill yesterday.

The cars on the Belvidere Kalbroad were unable to go further than five miles above Lambertville, in consequence of the track having given way in several places above that point.

The cars on the breach and periodic further than five miles above Lambertville, is consequence of the track having given way in several places above that point.

The Newark Daily Advertiser, May 2, says the effects of the late storm continue to form a leading topic of inquiry, and more disasters are reported. The Passac River is still greatly swollen, running almost even with the top of the docks, in a constant current of five or six miles an hour. The raft which accumulated in the draw of the raftroad bridge has been removed, but the current is so rapid that vessels cannot sail up. We learn that large quantities o lumber, barrels of oft, carboys, &c., were seen floating past the light-houses in Newark Bay.

Further up the river the damage is greater. The main street in Believille was still covered with water yesterday afternoon, and a boat was floating through it. Between Belleville and Paterson the road is impassable. At C. C. Joralemen's ship-yard, large quantities of timber have been washed away; the bridge was moved somewhat but still remains firm, though his loss is estimated at \$5,000. The dam at Belleville, near Samuel Adams's Hotel, has been repaired. The lumber yards at Acquackanonk have saffered greatly, large quantities having been carried out. Mr. Rennie's calico print works above Acquackanonk have been almost destroyed.

At Paterson, a boat was used yesterday at the Passac Hotel for transferring the bearders. In that city the damege has been incalculable, the river having rushed from the road surper of Mr. Rhyle, about a quarter of a mile roof of Sanday became so strong that it carried away the gable wall and nearly one-haif of the entire front of the carriers on Sanday became so strong that it carried away the gable wall and nearly one-haif of the entire front of the carriers of souls were carried down the stream. The less of Mr. Rhyle cannot be much less than \$0,000.

For several miles below, the stream was afrowed with fragments of broken lumber, for the purpose of saving which a number of men

The lowlands in the vicinity of Port Windsor and Princeton suffered rather more seriously, and femous and outhouses are floating about in all directions; but the public travel, as far as we can ascertain, is not interrupted either by railroad or canal.

We hear of serious damages being done in this vicinity. At North Bolleville, the large mill-dam belonging to Win. Curtis & Co.'s paper mill was entirely washed away. Also a portion of Joseph Kingaland's grist mill, and about fifteen or twenty tuns of coal. John Daucan's dam at Prenklin was also carried toway. The various silk nad woolen factories at Franklin have suspended business for a few days, on account of the disastrons effects of the storm. The principal bridges on the public roads, both at North Belleville and Franklin, over the mill streams inve been all carried away, and consequently public travel impoded. Belleville and Franklin, over the mill streams have been all carried away, and consequently public travel impeded. A heavy stone-arch bridge built at Franklin about a year ago, which cost \$1,000, was also carried away. The road at Belleville, in front of South Adams, for about half a mile is entirely swept away. The river road from Belleville to North Belleville is also under about three feet of water. It also broke through the Belleville dam, but the damage will probably be repaired to-day. The water on the road, we understand, is still rising at the rate of six inches in two hours. The Bloomfield turapike has been washed away in two places just above and below B. Hard's hotel.

hotel.

Another portion of the stone bridge at the north end of the city has caved in. Nearly all the eastern abutment of this bridge was washed away by the storm of last August, carrying away the sidewalk with it. It is now in a very

cerrying away the sidewalk with it. It is now in a very dangerous condition, and the city may become liable for danneges in case of accident, should it be allowed to remain as it is much longer.

The New-Jersey Rulfroad escaped without any serious injury. At localeatown, on the Brunswick branch of the Camdon and Amboy Rulfroad, the water yesterday was as high as the axels of the cars. The Passaic River rose intensely during Sacurday and Sunday, and a vast volume of water has since been pouring down at the rate of about eight miles an heur. It is even with the top of the docks, and so rapid as to resist almost entirely the flowing in of the tide. Beards, hogsheads, carbovs, &c., floated out to sea past Newark, vestorday, from Belleville. At Paterson, the Passac Falls are said to present a magnificent view, being restored almost to their former greamers. A volume of water 60 feet wide pours over the rocks and falls 50 feet. The river has overflowed in many places upon the meadows, but on them the damage is of course light.

[Newark Daily Adv. May 1.]

No. on them the damage is of come light.

[Newark Daily Adv., May 1.

A correspondent at Trumansburg, Tompkins, County N. Y., writes to The Thirden that on Thursday night last a Leavy snow storm occurred at that place, and on Friday there was good sleighing. The storm occasioned great mortality among the birds.

The loss by the recent storm at Lake Michigan is esti-MARINE AFFAIRS.

DOINGS AT THE NAVY-YARD. The United States steamship Princeton, which has been undergoing repairs to her machinery for the three weeks past at the Brooklyn Navy-Yard, it now appears broke her

past at the Brooklyn Navy-Yard, it now appears broke her
pisten red on her late trial trip to sea. The defective red,
it is said, had been in use a number of years and was worn
out. A new piston, of course, must be made before the
steamer can again unvigate.
As regards the new steam frigates ordered by our Government, Mr. Pobbin, we believe, has not finally decided as
to the particular yards in which they are to be constructed.
The Brooklyn Navy Yard, however, will build at least one
of these

The Brocklyn Navy Yard, however, will build at least one of these.

The great rain-storm of last week, though it did no damage to the various buildings at the yard, overflowed the foundations of the new smithery and smoke-stack, in course of construction for the National Foundry, and caused a suspension of business. A large graig of men were yesterday employed in jumping out the water, to enable the masons to resume work. The injury will not exceed \$200.

Painters are now at work upon the United States receiving slip North Carolina, and, in consequence, visitors will not be admitted on board during this week. [Ev. Post. [By Telegraph.]

THREE MORE RODIES IOUND AT ABSECOM.

PHILADELIPHA, Tuesday, May 2, 1854.

Philadelphia, Tuesday, May 2, 1854.

The bodies of three men and three children, supposed to THE STORM IN NEW-JERSEY.

The Trenton Gazette of yesterday says the recent heavy rains so affected the Delaware that it rose some eight or ten feet thought by the reliance that it rose some eight or ten.

LOSS OF THE SHIP POERESTER. Bostos, Tuesday May 2, 1854. The ship Forrester from Callao for Boston went ashore on Sunday on Wellfleet Beach and will probably be a total loss. The crew and cargo of guano were saved.

THE JAPAN EXPEDITION.

OFFICIAL DOCUMENTS.

On the 31st uit., in reply to a call of the Senate, the President sent in all the documents relating to the Expedition to Japan under Commodore Perry. They consist of the instructions given to the Commodore by the Navy Department, of President Fillmore's letter to the Emperor of Japan, and various other unimportant correspondence, and of the Commodore's official reports, especially that relating to his visit to Japan. All the facts in most of these papers have been anticipated by previous publications in our col-mons, and especially by the letters of Mr. Bayard Taylor, but President Fillmore's letter to the Emperor is new. It

is as follows:

President Fillmore in the Emperor of Japan.

MILLAND FILLMORE, PRISIDENT OF THE UNITED STATES
OF AMERICA, TO HIS INFERIAL MAJESTY, THE EMPEROR
OF JAPAN.

OF JAPAN. GREAT AND GOOD FRIEND: I send you this public letter by Commodore Matthew C. Perry, an officer of highest rank in the navy of the United States, and commander of the squadron now visiting your Imperial Majesty's do-

minions.

I have directed Commodere Perry to assure your Impe-rial Mejesty that I entertain the kindest feelings toward your Mejesty's person and government; and that I have no other object in seeding him to Japan but to propose to your Imperial Majesty that the United States and Japan should live in friendship and have commercial intercourse with each other.

ith each other. The Constitution and laws of the United States forbid all The Constitution and laws of the United States formed all interference with the religious or political concerns of other nations. I have particularly changed Commodore Perry to abstain from every act which could possibly disturb the tranquillity of your imperial Majesty's dominations.

The United States of America reach from ocean to ocean, and our Territory of Oregon and State of California lie directly opposite to the dominions of your Imperial Majesty. Our steamships can go from California to Jopan in eighteen days.

Our steamships can go from Canterma to Japan in engateen days.

Our great State of California produces about sixty millions of dollars in gold every year, besides silver, quicksilver, precious stones, and many other valuable articles. Japan is also a rich and fertile country, and produces many very valuable articles. Your Imperial Majesty's subjects are skilled in many of the arts. I am desirons that our two countries should trade with each other, for the benefit of both Japan and the United States.

We know that the ancient laws of your Imperial Majesty's Government do not allow of foreign trade, except with the Chinece and the Dutch. But as the state of the world changes and new governments are formed it spens to be wise from time to time to make new laws. There was a time when the ancient laws of your Imperial Majesty's Government were first made.

Government were first made.

About the same time, America, which is sometimes called the New World, was first discovered and settled by the Europeans. For a long time there were but a few people, and they were poor. They have now become quite numerous; their commerce is very extensive; and they think that if your Imperial Majesty were so far to change the argument laws as to allow a free trade between the two

think that if your Imperial Majesty were so far to change the ancient laws as to allow a free trade between the two countries, it would be extremely beneficial to both.

If your Imperial Majesty is not satisfied that it would be safe altogether to abrogate the ancient laws which for-bid foreign trade, they might be suspended for five or ten-vears, so as to try the experiment. If it does not prove as beneficial as was hoped, the ancient laws can be restored. The United States often limit their treaties with foreign States to a few years, and then renew them or not, as they please.

Please.

I have directed Commodore Perry to mention another hing to your Imperial Majesty. Many of our ships pass very year from California to China: and great numbers four people purses the whale fishery near the shore of span. It sometimes happens in stormy weather that one four ships is wrecked on your Imperial Majesty's shores, all such cause we ask and expect, that our mofortunate of our chips is wrecked on your Imperial Majesty's shores.
In all such cases we ask and expect, that our unfortunate people should be treated with kindness, and that their property should be protected, till we can send a vessel and bring them sway. We are very much in earnest in this.

Commodore Perry is also directed by me to represent to your imperial Majesty that we understand that there is given abundance of coal and provisions in the Empire of payors also directed by the great opens.

In witners whereof I have coursed the great seal of the United States to be hereunto affixed, and have subscribed the same with my name, at the City of Weshington, in America, the seat of my government, on the thirzonth day of the menth of Nevember, in the year one thousand eight hundred and fifty-two. Your good friend,

By the President: Enward Every, Secretary of State.
In the Commodore's narrative the carcumstances attending his visit to Japan and the delivery of the President's letter are given at least on a very clear and in the continuous continu

letter are given at length, and in a very clear and interesting style. His reasons for leaving Japan and returning again at a subsequent time, instead of concluding his mission at once, are very satisfactory. They are stated in the final

portion of his narrative, which, together with his letter to the Emperor, we copy as follows:

I had not provisions or water sufficient to allow of my remaining on the coast more than a month longer. I well knew that they could easily and very reasonably defer for a long time any satisfactory reply, for the reason of the alleged necessity of calling together and consulting the Princes of the Empire, as also to consult the Dairi or Ecclesiastical Emperor. Thus I should be put off from day to day, and ultimately be obliged to sail without any satisfaction whatever. This would be construed into a triumph by them, and cause a serious injury to the success of my mission.

Taking into view also the present disturbed state of China, and the need of one or more ships of the squadron in that quarter, and considering that not a single vessel which had been premised by the department should immediately follow me, had yet joined my force, and being without the presents sent from the United States, and those expected in the Vermont, I was glad to have a good excuss for consenting to wait until the ensuing spring for the final answer of the dapanese Government.

In the spring I shall have concentrated my whole force, and be prepared with store and coal vessels, and all other convenences, for remaining, if it be measure, an indefinite time, to secure such concessions as I believe they will be constrained to make.

The exhibition of so large a force, and having given

Mr. Warran isked particular, alreadion to the verse of a sorg which was sung by Mr. W. H. Oakley:

There's a seed time coming, boys,

There's a seed time coming

nite time, to secure such concessions as I believe they will be constrained to make.

The exhibition of so large a force, and the continuation of a policy so far successfully pursued, and having given them full time for the consideration of the propositions of the President, I shall be prepared to act very decidedly, and I must with continued success, provided there shall be no curtainment of the force promised me by the Government before my departure from home.

Under these circumstances I determined to make a credit of necessity, and accordingly prepared a letter, to be delivered, with other documents, on the occasion of my reception on shore, but which, of course, wenth have been withheld if an unificably course had been adopted by the Japaness Government. The following is a copy of the letter just referred to, and which accompanied the other papers:

"It having been represented to the underskined that the pro-ter in substitute through him to the Government of Japan are of such importance, and involve so many momentous questions of such man will be required to deliberate and decide upon the very heightness.

response to the state of the parts, of the most degrading concessions.

First. Guard-basts, which have, up to this time, surrounded foreign ships by hundreds, were immediately dispersed by my orders.

Second. Extensive surveys were made of waters hitherto unknown to foreigners, within a few miles of Yedo, and under the gaus of namerous batteries.

Thrat: The accomplishment of my predetermined intention to confer with no one but a dignitary of the highest rank in the Empire, and of being received in a manner honorable to my Government and myself, and without the slightest deviation on my part from those simple rules of diple made courters preceptized by our institutions.

While the Governor of Uraga prostrated himself on every occasion of addressing the Prince of bliza, myself and launt, and their secretary, with no more ceremony than was due to a similar conference with any other commissioner duly accredited.

was due to a similar conference with any other commissioner duly accredited.

Fourth: I required in the receipt and delivery of presents, conformally to invariable eastern custom, the United States should be on a footing of equality, thus destroying the presented claim hitherto held forth by China and Japans, that all presents to the respective Emperors have been tenered as inhates to superior powers.

And Leady: I have endeavored to inculcate the idea that as the Government of the United States is superior, in power and influence, to Japan, so its overtures have been distincted alone by a desire to be on terms of annity with all nations, to give protection to our scames and other citizers, and especially to entitivate a friendly intercourse with an Empire whose geographical position has been brought by the power of steam, commercially, near to our Pacific ports. Respectfully submitted, M. C. Permy, Commander-in-China and Japan Seas.

U. S. Frigate Susceptages, Naga-Keang, Lon Choo, July 20, 1754.

Likins and Japan Seas.

S. Frigote Massachusent, Napa-Kenng, Lon-Che-United States Stram Frights St on indereigned. Communier in Cited 6 air the falted States of America stationed in the East of Seas has been sent by his Givernment to the distribution, with simple powers to negotiate we of Japan beaching errain maners which have in the letter of the President of the United 8.

dired.
or ginal of the President's letter, and of the latter of crodence,
or ginal of the President's letter, and of the latter of crodence, he in gainst of the president sector, and action of your Imperial soried in a manner suited to the excited station of your Imperial sory will be permitted by the undersigned in person, when it may be your Majesty to appoint a day for this reception, he ordersigned has been commanded to state that the President ratins the most irlendly beeing toward Japan, but has been en-orded anieved to learn that when any of the people of the Uni-brates go of their in accord, or are incoven by the perial of the within the deminions of your Imperial Majesty, they are treated they were your worst enemies.

and Lewrence.

the Americans, as indeed with all Christian people. It is considered duty to receive with kindness, and to succer and proof whatever action, who may be case upon their shows, and it can the course of the Americans with respect to all Japanicets who have follow under their protection, to all the comments of the United States details to obtain from that

h that of other nations.

Ley inhalits are at country which lies directly between Japan its, and which was discovered by the nations of Parallel arms time that Japan here.

our vessels, as the United States and Japan are becoming every day aren to cach other, the President desires to dee in peace aren to cach other, the President desires to dee in peace are to seek other, the President desires to fire in peace to not never distance are sent they can be a set they

or wise this policy may originally have been it is unwise

Erling creasion.

With the most profound respect for your Imperial Majesty, and emerationing a sincers hope that you may long live to enjoy health and happiness.

The undersigned subscribes himself.

M. C. PERRY.

Commended-in-Chief of the United States Naval Forces in the East India, Chies and Japan Sens.

To life imperial Majesty, the EMPREOR OF JAPAN.

ANOTHER FATAL ACCIDENT. A lad named Schastian Kerner was killed last evening

under the following circumstances, for which we are mainly indebted to the Captain and Lieutenant of the Tenth Ward Police: An old unoccupied frame building on the corner of Division and Forsyth-sts., was being taken down for the purpose of erecting a substantial building in its stend. As usual on such occasions, a large number of persons-men, women and children-were collected in and around the premises for the purpose of obtaining and carrying off the old boards and timbers for fire-wood. The deceased was just within the building, engaged in passing out to several other children the broken boards, when the wrock fell with a loud crash, a piece of timber striking the boy Kerner on the head, causing his almost

ordinarily about 10 feet above it. At the present time the Falls present an exceedingly grand appearance, and axe worthy a visit. The vent volume of water is colled tunnit to usely over the rapids above, and plunged with a great tex relevant over the rapids above, and plunged with a great tex relevant over the rapids above, and plunged with a great tex relevant to the rapids above, and plunged with a great tex relevant to the rapids above, and plunged with a great tex relevant to the rapids above, and plunged with a great tex relevant to the rapids above, and plunged with a great tex relevant to the rapids above, and plunged with a great tex relevant to the rapids above, and plunged with a great tex relevant to the rapids above, and plunged with a great tex relevant to the rapids above, and plunged with a great text relevant to the rapids above, and plunged with a great text relevant to the rapids above, and plunged with a great text relevant to the rapids above, and plunged with a great text relevant to the rapids above, and the scene is restored to much of its ancient. The empty where our vessels may stop for this may stop or two hours in clearing away the rains, when it reversal Maissy to appoint a convenient port in the southern that the deceased was the only objects for which I have sent Common the relevant to the relevant to the scene, who, together with a large number of the water and power the required of the worters are relied to the scene of the scene, who, together with a large number of the men, illewise carly on the ground. However the required of the subjects for them to southern the subjects for them to subject for the most fills. Majesty a subject shows this the same are very desirous this. I have a subject the subject for the worth have a subject for the worth have a subject for the subjects for which I have sent Common than the care of the station, where it is the subject for the most of the subjects for which I have subjects for which I have sent Common the propositions, and provisions, and p

temperance in this City held in the Tebernaele to welcome these members of the Legislature who supported the Maine Law, and to express their, opinion of the Governor's veto.

During the evening several airs were sung by Wm. H. Cakley, who accompanied himself on the plane, the audience joining in the chorus. The meeting was called to orde by the Rev. Mr. WARREN, the Scoretary. JERENIAN TERRELL was chosen to preside.

portion of his narrative, which, together with his letter to The meeting was opened by prayer from the Rev. Mr. WHELAN. Officers of Temperance societies, members of the Legislature and Clergymen, were invited to take seats The Rev. Mr. Wannen read resolutions strongly con-

demning the Veto, and praising the course of the members who voted for the bill. The resolutions were received with hearty applause, and

carried unanimously.

Mr. Wahnes asked particular attention to the following

To employ all just sum towers the production dismer, and see a filling for an against the sale of initiative Temperature papers and such law among the statustes.

To had jublic meeting, distribute Temperature papers and a said take efficient measures for the prompt enforcement of all ling laws for the suppression of intemperature.

To employ the Manistrates and all Exception and Police Office, in their efforts to preserve the public peace, and protect the sit from the description of the open Dram Shap.

To recurse the remainstant and election to office of such men as for the first of the above named abjects.

To publish "The New York Allerson" semi-monthly, and to distant from the first particle of the above an entire of the above and to such men as the first period of the above and to describe the effect of the office of the above and the such as the first period of the above and the such as the effect of the office of Temperature as a Moral Reform

the of each number at least 16 600 copies grainfloomly.
To present the green claims of Temperance as a Moral Reform citation tendency, to the Churches, by such squarks and at such as the paston any approve.
To bring into operation as soons possible a systematic plan to at the challers and venth, guiding them into the paths of Temperard virtue, and siding them to become useful and honored level of society.

He said that the following should be the legitimate re-Its of temperance measurest I. Ten times more lives will be saved every year than by all one Crime, Paugerism and Vagrancy will decrease one-half within

ive years

111. No more appropriations, public or private, will be needed for

ions, Almo-fracess, Houses of Refage, or Javenile Asylmans,

IV. To thousand various children will disappear from the atreets,

de be found in the Common Schools.

V. Sathach Pelvods and Churches will be crowded with diligent stu-

The Rev. E. H. Charin was now introduced. He said:

It has always been my purpose to base the claims of Ten: percence on grounds of reason, and to treat with due conideration all he nest convictions opposed to it. I have niwnys felt that there was in the question a mutual interest, in which I have no more at stake than my neighbor. I shell therefore not undertake to question the motives of Gov. Seymour, although the vascillation of purpose on his

by the Secretary, was taken up; and after a benediction

Cornespondence of the N. Y. Tribune.
ANSONIA, Conn., April 30, 1854. A crowd of excited people soon gathered about the spot, This has been a day of much excitement and alarm in the Village of Ansonia. For some three days the clouds have poured down their contents here unceasingly, until and all serts of exaggerated stories soon filled the City. A report was made at the Essex Market Police Station Jupus. Our straining the great ocean, burn Jupus. Our straining in the great ocean, burn that six dead bodies had been taken from the ruins, and that six dead bodies had been taken from the ruins, and that six dead bodies had been taken from the ruins, and that six dead bodies had been taken from the ruins, and that six dead bodies had been taken from the ruins, and that many more were still buried beneath the fallen building. An auxiliary police force was immediately dispatched by the Rev. Mr. Wakeley, the meeting adjourned. Praing having been given to occupants any way higher by some foot or two than the late freshet which swept away most of the bridges on the stream. Great damage has been done to-day to the railroad-houses, had risen nearly as high as the top of the Falls, which is